

VOL. VII.

Registered U. S. Patent Office

AUGUST, 1926

No. 7

Equipped with Columbian



The Schooner *Roseway*

built by J. F. James & Son of Essex, Mass., for Hathaway & Lewis of Taunton, Mass., is fully equipped with the guaranteed Columbian *Tape-Marked* Pure Manila Rope.

This schooner is the last word in boats and has the distinction of being the first boat to be made entirely of white oak in the last twenty-five years.

What is more fitting than to have such a fine boat equipped with the finest cordage—Columbian *Tape-Marked*?



Columbian Rope Company

362-90 Genesee Street

Auburn, "The Cordage City" N. Y.

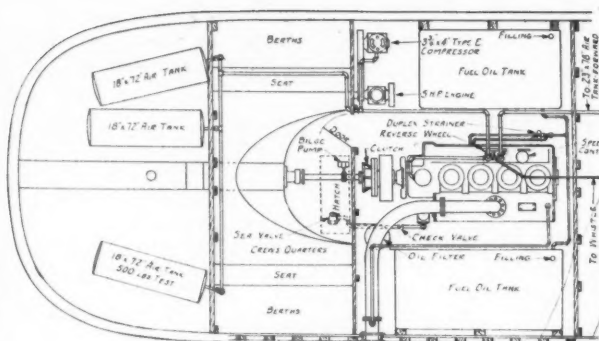
Branches:

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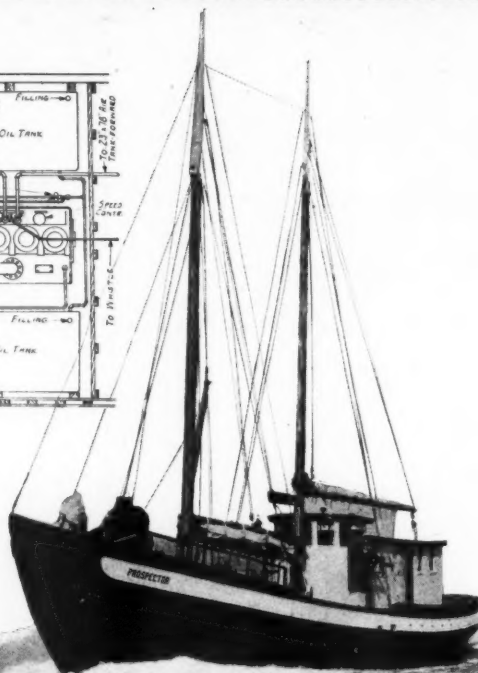
Boston Office and Warehouse, 38 Commercial Wharf

Boston Office and Warehouse - 38 Commercial Wharf





The "Prospector," a halibut schooner of the Newfoundland type, is another fine example of an old vessel adapted for Diesel power. She was recently reconstructed and equipped with a 120-hp. F-M Diesel at Seattle. The above diagram shows the compact engine room layout and the small space required for this engine.



Diesel equipped the "Prospector" makes record run

ARRIVED IN SAN PEDRO SUNDAY NIGHT
TWO DAYS IN STORM ONE DAY IN
EIGHTY MILE GALE ENGINE WORKING
PERFECT THE BEST I HAVE FOUND TO
BE SHIPMATES WITH YET

Five days after setting out from Seattle, Capt. A. H. Olson brought the "Prospector" into the port of San Pedro, Calif., and sent this telegram—describing one of the most remarkable voyages made by a small vessel on the open seas in years.

Built in sizes from 30 to 360 hp. conservatively rated to conform to the rules of the American Bureau of Shipping.

FAIRBANKS, MORSE & CO., Chicago
Manufacturers of Oil Engines, Pumps and Electrical Machinery
28 branches throughout the United States, each with a service station

FAIRBANKS-MORSE

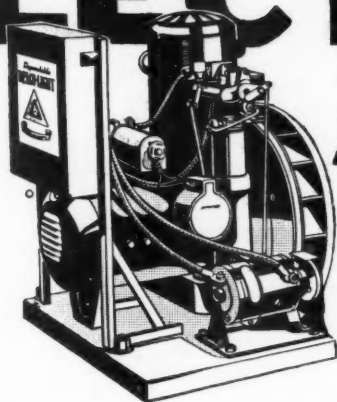
2-CYCLE "C-O" OIL ENGINE

The Product  of Experience

AOA27,21-1882

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Bos
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Bost
The Har
Port
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New

ELECTRICITY



*~ the modern
fishing
necessity*

This new **AUTOMATIC Delco-Light** gives plenty of current for lights---with a wide margin of safety for the emergency

ELECTRICITY is more than a convenience on the modern fishing vessel. From the standpoint of safety and profit it has become a positive necessity.

Delco-Light electric plants have proven themselves by the endorsement of over a quarter of a million users. They are designed and built by the pioneers and leaders in the industry—designed for utmost efficiency and built for hard usage and long life.

The range of Delco-Light models includes battery plants, semi-automatic and full-automatic plants. All are made and guaranteed by the Delco-Light Company, a subsidiary of the General Motors Corporation. Delco-Light Plants may be bought on the General Motors plan of deferred payments if desired.

Write for complete information about Delco-Light and the names of some of the fishing vessels which are Delco-Light equipped.

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United Fisheries Co.
Boston and
Gloucester

Waterfront Engine Re-
pair Co.
Northern Avenue
Boston

The Harris Co.
Portland

Crandon Brothers
New Bedford

DELCO~LIGHT

DELCO-LIGHT COMPANY, Subsidiary of General Motors Corporation, Dept. M-52, DAYTON, OHIO

New England Distributors: HOME ELECTRIC LIGHT & POWER EQUIPMENT CO., 743 Boylston St., Boston

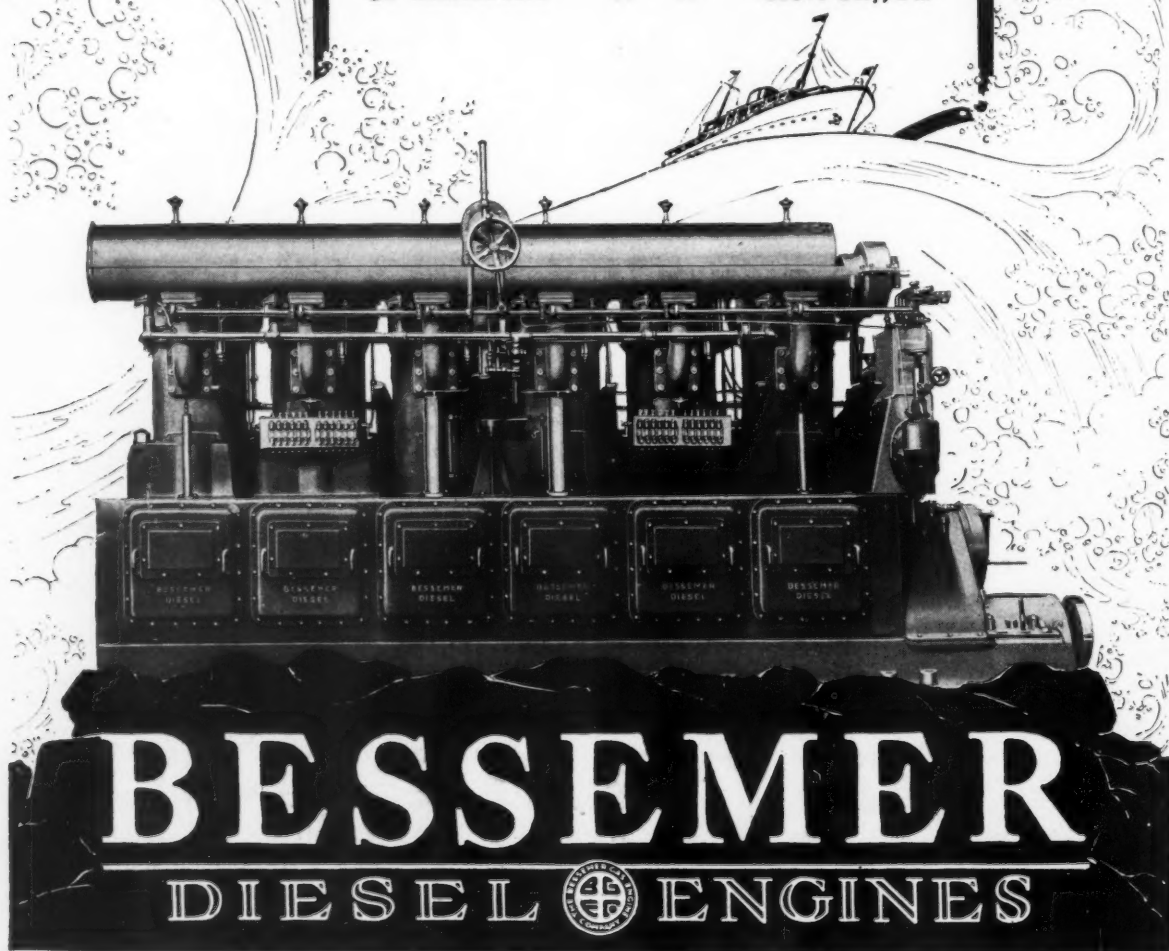
Bessemer Diesels Reduce Friction with Timken Bearings

EVERY moving part in a Bessemer Diesel is built to withstand wear, minimize friction and operate quietly. Each bearing surface is designed and built to the exact requirements of the load it must carry.

Timken roller bearings have been selected for camshaft drive, vertical and horizontal layshafts and pump drive because they reduce friction to a minimum, take care of thrust and are quieter in operation. These bearings cost more—but Bessemer construction is based on performance in service, not on cost.

For any type of marine service, a Bessemer Diesel will supply a smooth, quiet, steady power that makes it an ideal marine power plant. The material that goes into it assures this lasting, trouble-free service. Write for complete details on Bessemer construction and Bessemer performance.


THE BESSEMER GAS ENGINE CO.
36 Lincoln Ave :: :: Grove City, Pa.



BESSEMER

DIESEL  ENGINES

For snapping, sizzling sparks



EVEREADY COLUMBIA Dry Batteries
—they last longer

Eveready Columbia Hot Shot Batteries contain 4, 5 or 6 cells in a metal, water-proof steel case. It's not a "Hot Shot" unless it is an Eveready Columbia.

1½ volts. Fahnestock spring clip binding posts, on the Eveready Columbia Ignitor at no extra cost.

SIGN on a crew of Eveready Columbia Dry Batteries and get crashing, sure-fire sparks that start the engine off with a bang! at the first turn. These husky batteries are packed as full of energy as a school of porpoises. When the engine's idle, they restore their energies just as you do when you turn into your bunk. They give un-failing service—that's one reason why so many skippers prefer them. There's an Eveready Columbia dealer in every port.

Manufactured and guaranteed by

NATIONAL CARBON COMPANY, INC.
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gas engine ignition	heat regulators	electric clocks
telephone and telegraph	tractor ignition	calling Pullman porters
doorbells	starting Fords	firing blasts
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motor-boat ignition	protecting bank vaults	running toys

WHITLOCK WATERFLEX FLEXIBLE - WET OR DRY CORDAGE

Whitlock **WATERFLEX** Manila is water-resisting; the fibre remains permanently lubricated.

WATERFLEX rope is practically unaffected by dampness, rain or continued immersion in water.

Annoyances caused by swelling, hardening and kinking are eliminated.

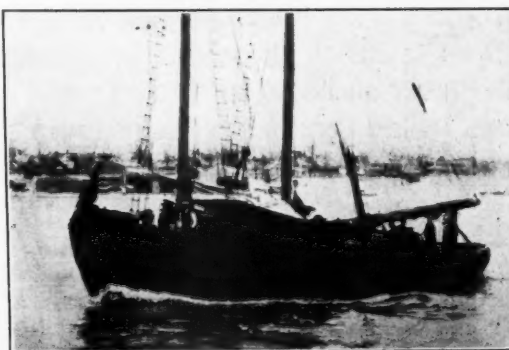
The remarkable ease of handling **WATERFLEX**, wet or dry, is a revelation; its durability is also proving a source of real economy to many enthusiastic fishermen.

Write for interesting folder.

WHITLOCK CORDAGE CO.

46 South Street, New York
226 State Street, Boston, Mass.

STANDARD OIL ENGINE FULL DIESEL



MAINE Fisherman *New Dawn* powered with a 3 cylinder direct reversing 67 HP Standard oil engine, runs further for the catch and further to the market with greater reliability, less cost and less time than with the engine it replaced.

Proof: Mr. T. H. Soule of South Freeport, owner has ordered duplicate engine for his other fisherman the *Carlton Smith*.

Write for catalogue and consult one of our engineers, it costs nothing.

Back of the Standard Gasoline and Oil Engines is the

STANDARD MOTOR CONSTRUCTION CO.
134 Pine Street Jersey City, N. J., U. S. A.

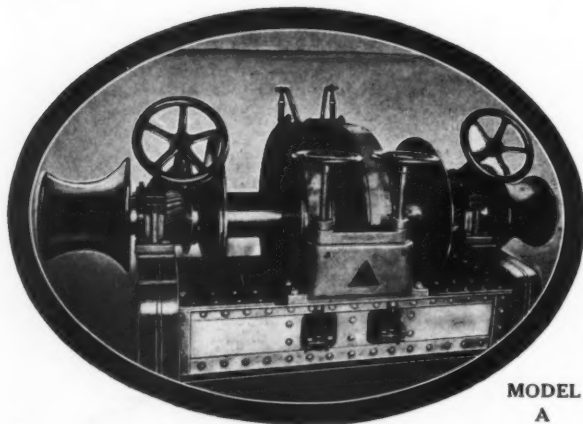


NESCO TRAWLING GEAR



HEAVY DUTY TRAWL WINCHES

Patents applied for.



MODEL
A

These winches are built for one purpose—trawling. They are strong and substantial, and will stand the hardest kind of work. They are up-to-date mechanically and provide accurate control in handling the gear. Years of service are built into every part and freedom from repairs and breakdown is assured.

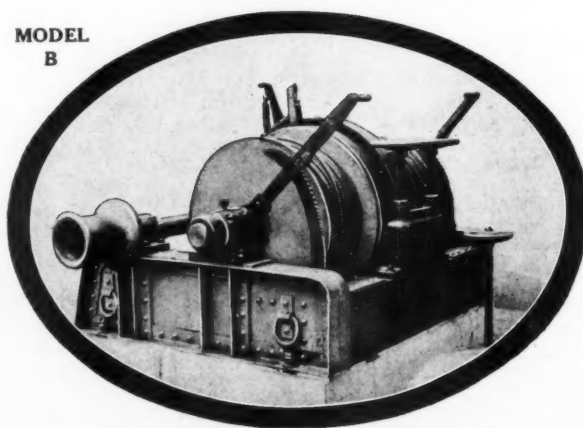
The frame is built of structural steel and forms a solid bed as strong as a gun carriage. Bearings cannot get out of line and allow the shafts to jump. The drive shaft is 4 in. and has a center bearing built into the bed frame. The drive pinion and the gear are semi-steel. The steel drums are bronze bushed. All bearings are substantial and have plenty of wearing surface. The drum shaft can be lifted without disturbing the drive shaft bearings.

Two models are built. Model A has a powerful bronze worm and screw which throws the clutch in or out by spinning a hand wheel. Model B has a direct acting lever and cam to throw in and a balanced pair of springs for releasing the clutch. End thrusts are taken up on the shaft—not in the frame. Niggerheads can be furnished on either shaft.

*Inquiries may be addressed either to John Chisholm
Fisheries Co., Gloucester, Mass., or to the
Company at Everett, Mass.*

Size of frame	61 in. x 70 in
Height of frame	19 in.
Drum diameter	37 in.
Drum width	13 in.
Brakes	4 in. wide
Bearings	7 in. wide
Capacity per drum	300 fathoms ($\frac{3}{4}$ in. wire)

MODEL
B



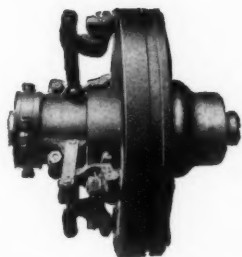
NEW ENGLAND STRUCTURAL PRODUCTS CO.

EVERETT and GLOUCESTER, MASS.

"Everything from Flywheel to Cod End."

NESCO TRAWLING GEAR

TRADE MARK
Kinney
REG. U.S. PAT. OFF.



Built in Boston, Boston service. In construction this clutch is the simplest friction clutch made. The power is transmitted directly through two substantial flat disks. The disks and shafts are kept in line by heavy ball bearings, eliminating all bearing troubles.

By the use of this friction clutch the trawling gear is under perfect control at all times. It can be stopped and started under load.

Standard Equipment on Nesco Trawling Gear
KINNEY MANUFACTURING CO.
3541 Washington Street
BOSTON - - - MASSACHUSETTS

Use Link-Belt Chain Drives for Trawling Winches, Pumps, Etc.

Qualified by fifty years' successful experience, and as the leading manufacturers of elevating, conveying, and power transmission chains, Link-Belt Company can render you an exceptional service in helping determine the correct chains for your various drives. Since Link-Belt designs and manufactures every type of chain your conditions may call for, you are assured in advance that only the best type for your particular conditions will be recommended.

The advantages and possibilities of the chain drive, are worth investigating. Write for descriptive Link-Belt literature.

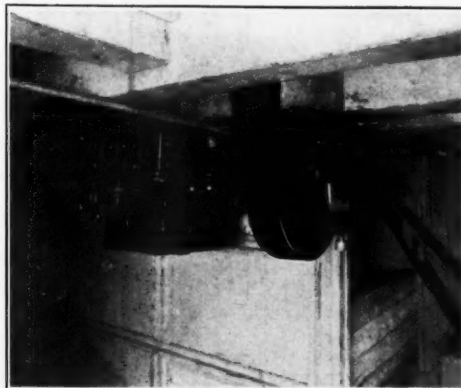
We also make a complete line of elevating, conveying and power transmission equipment and accessories including sprocket wheels, friction clutches, gears, bearings, takeups, etc.

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Link-Belt Chain Used Exclusively on Nesco Trawling Gear
Complete Stock Carried By New England Structural Co.

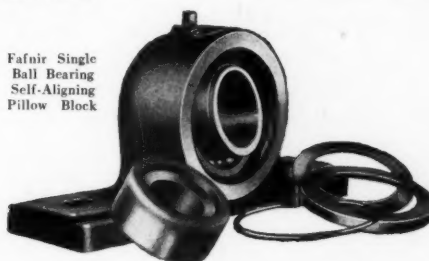
LINK-BELT COMPANY, Indianapolis, P. O. Box 85
Chicago, 300 W. Pershing Road Philadelphia, 2045 Huntington Park Ave.
BOSTON, 49 FEDERAL STREET

LINK-BELT



On the "Helen M's" Winch---

In keeping with the other fine equipment on the "Helen M." Fafnir Single Self-Aligning Ball Bearing Pillow Blocks are used on the winch driving mechanism furnished by the New England Structural Products Co. Fafnir Ball Bearings are also used in the Kinney clutch on the winch.



Fafnir Single
Ball Bearing
Self-Aligning
Pillow Block

The tendency with the new boats to eliminate all possible points of failure or unnecessary attention is thus shown. These Fafnir Ball Bearings, since they are frictionless, will not wear, need lubrication only about twice a season and make the winch easier to drive. Trouble-free operation is the result.

Fafnir Ball Bearing Pillow Blocks will also replace plain bearings on old winch driving mechanisms without difficulty.

*Fafnir Bearings used Exclusively on
Nesco Trawling Gear*

THE FAFNIR BEARING COMPANY

New Britain, Connecticut

Boston Distributors:

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127-133 Broad St.

Falls Clutch and Machinery Co.
52 Purchase St.

FAFNIR

BALL BEARINGS

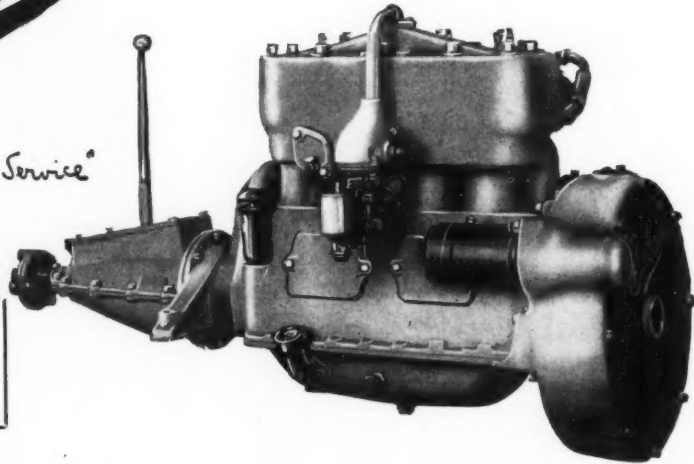
"Everything from Flywheel to Cod End"

Buffalo

"The Engine of Constant Service"

This sturdy four-cylinder Buffalo engine, 3½x5 costs only \$600.00 with electric starter.

\$500



Haul your Lobster Traps by Power with this 14-30 H. P. Buffalo Engine

The 14-30 H. P. Buffalo engine is saving time, money and a lot of labor for lobstermen. At small expense it can be equipped so that you can haul your lobster traps by power. The extra equipment necessary is simple and easily installed.

The 14-30 H. P. Buffalo engine is a sturdy dependable motor designed for hard work and lots of it—four-cylinders, bore 3½ ins., stroke, 5 ins., weight with reverse gear 690 pounds, speed from 600 to 1500 r. p. m.

Go over it detail by detail and you will be convinced that it is the kind of an engine you need. Note the three sturdy crankshaft bearings, total length

8¾ ins. The connecting rod bearings and main bearings are die-cast bronze, babbitt backed. Removable cylinder head. Circulatory lubrication, indicating pressure gauge, a wonderful cooling system, electric starter included in regular equipment.

This engine is giving good service to many lobstermen and it will do the same for you. It can be counted on for long reliable service and low operating cost.

The 14-30 H. P. Buffalo engine is only one of the full line of marine engines suited to boats of all kinds. They are known all over the world as the "Engine of Constant Service".

Let us send you full information in regard to the 14-30 H. P. Buffalo, and tell you how easily it can be equipped for service in a lobster boat.

BUFFALO GASOLENE MOTOR CO.

1284-1298 Niagara St., ∴ Buffalo, N. Y.

RAPP-HUCKINS CO., 59 Haverhill St., Boston, Mass.
New England Distributors

Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE
HARVESTERS OF THE SEA

Vol. VII. AUGUST, 1926 No. 7

LEW A. CUMMINGS.....President
FRANK H. WOOD.....Managing Editor

Published Monthly at
92 West Central Street, Manchester, N. H.

GENERAL AND EDITORIAL OFFICES:
100 BOYLSTON STREET, BOSTON, MASSACHUSETTS
\$1.00 A Year 10 CENTS A COPY

Entered as Second Class Matter February
1925, at the Post Office at Manchester, N. H.
Under the act of March 3, 1879.

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We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receivers hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and nontrading business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

Licenses for Engineers Advocated

SOME months ago when it seemed as if the whole structure of the fisheries was to be endangered by the so-called Steamboat Bill, introduced into the House of Representatives, someone who knows of what he speaks when it comes to the management of fishing vessels remarked that to adopt a modification of one feature of the bill would be a real service to the industry.

He referred to the section on engineers, and it is his idea that every man who asks to go in a vessel in this capacity should be obliged to show papers certifying that he is competent before being shipped. The responsibility for issuing this certificate would not rest upon any governmental department, and to secure an engineer's license a man would not be

required to go through any red tape formalities or anything but a practical examination which would determine his capability to handle an engine of the type which he proposed to run.

There are many instances of men who know little more about the operation of oil engines than how to start and stop being taken on as engineer. To be sure, such men are usually shipped in a hurry in an emergency when the vessel is all ready to go and the regular engineer has failed to show up. Sometimes they get along all right but more often than is realized they meet some little difficulty which they do not understand, and sooner or later the engine goes bad and no one knows the real cause. Not to mention the time that both the vessel and crew lose, probably thousands of dollars a year are being spent for en-

gine repairs resulting from incompetent care or operation.

The oil engine used in the average fishing vessel today is worth something like \$8,000, altogether too expensive a machine for owners to be compelled to

gamble with. The engine manufacturers realize that it would react to their decided advantage if only competent men were put in charge of their installations. Consequently they welcome the opportunity to give instructions, not only on the ordinary phases of running but also on the why's and wherefore's of diesel engines.

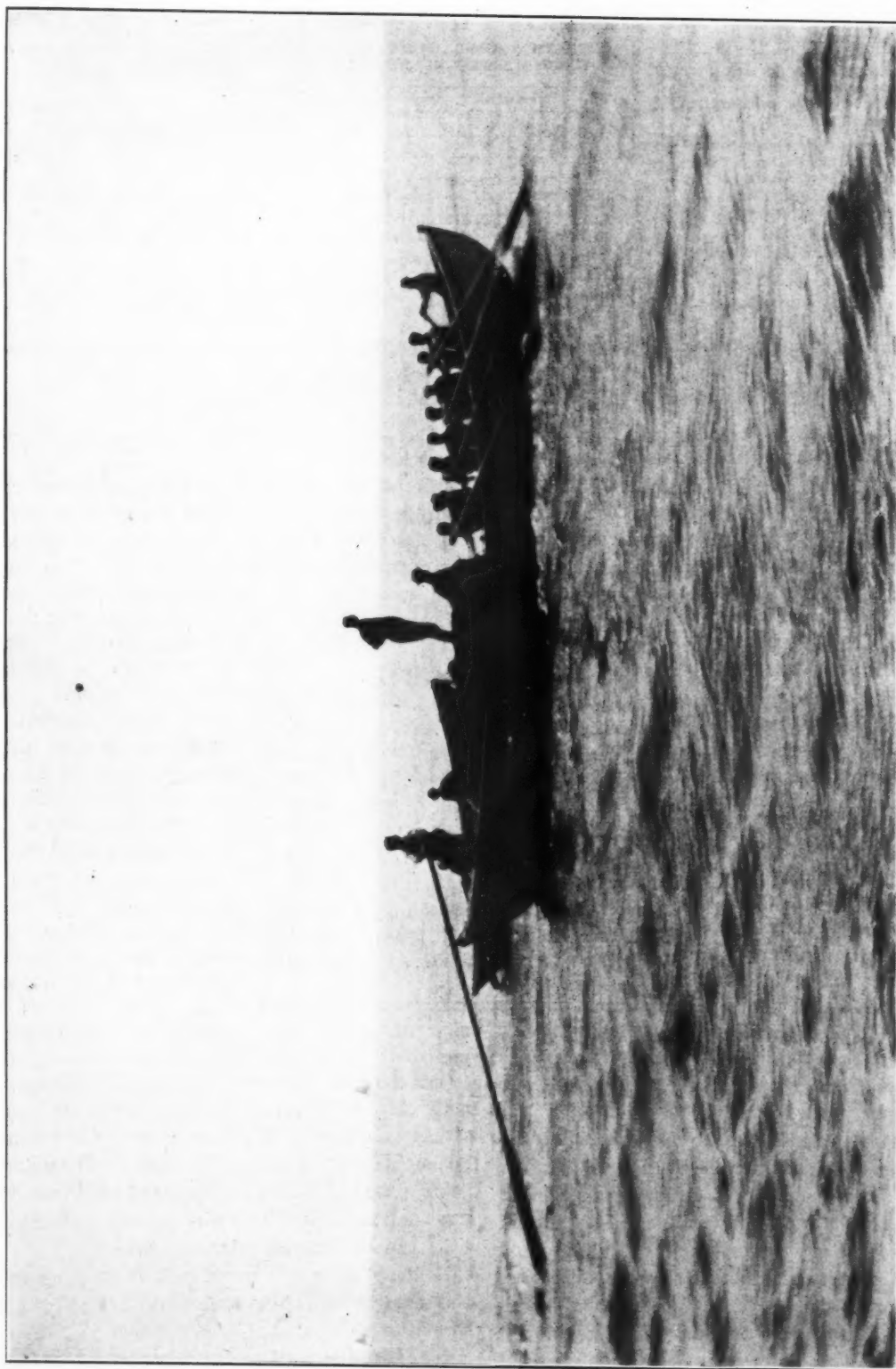
Let a man get these instructions, and then go before an examining board made up of two or three representatives of the manufacturers whose engines are

most universally used. This board could meet at periodic intervals, and it would not be unreasonable to ask the men to spend an hour going through the mill before it. If a man demonstrates to the board's satisfaction that he is able to care for and run an oil engine with a reasonable chance of keeping it going, issue him a card stating that he has passed the examination. Engineers who are now known quantities can be licensed automatically.

No doubt some men would balk at the proposition, and it might be that a vessel would be tied up a few hours, but it wouldn't be long before just the men who are causing big losses were sorted out and these parts clear of them. The right kind of a man would appreciate the chance to get some information on the fundamental principles of oil engines.

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Mackerel Seining

Photo Copyright by Albert Cook Church

ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. VII.

AUGUST, 1926

No. 7

"Heidenheim" Champion of Gulf Again Last Year's Victor Repeats Over Large Field

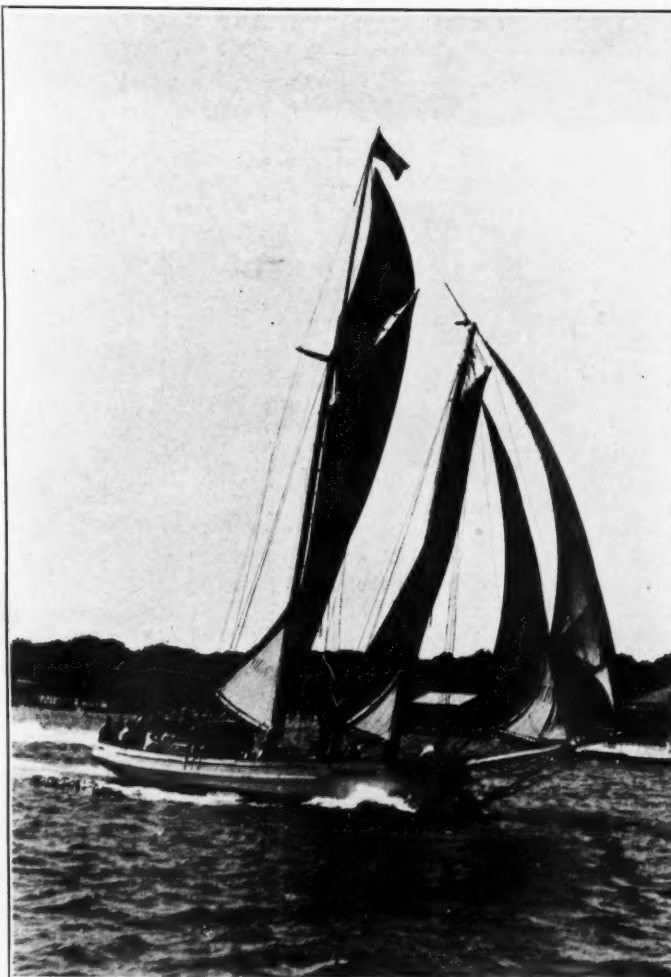
By ANTHONY V. RAGUSEN

THE Gulf fishermen's championship, the feature event of the annual regatta of the Biloxi Yacht Club, Biloxi, Miss., this one the 27th, was won handily by the schooner *I. Heidenheim*, owned by the Seafood Packing Co. of the historic coast city.

The largest entry since the war crossed the starting line on the afternoon of July 7, when the race was sailed. The starting gun was fired at 2:10 p. m., ten minutes after the preparatory gun had been sounded from the lookout of the beautiful Biloxi Yacht Club building. A strong 15 knot breeze was blowing and the big schooners made two rounds totaling fourteen miles. The winds necessitated much tacking so the schooners covered extra distance in going over the course.

White clouds piled up above a dark line to windward and the weatherwise predicted a squall. It came just as the

schooners were on the next to last leg. Down came the light topsails and staysails, next they dropped the peaks of the foresails and then, those to windward took in the entire foresails. There was wind. Plenty of it and those crouched in the lee of the committee's shelter house prayed that it would last long enough to bring the entire fleet in with a rush. For a few minutes it seemed the big boats to windward would bring the squall with them and the entire fleet change from an orderly procession to a mad run from the windward buoy. The squall did not last long enough, however, for the spectators to get that thrill and the handsome schooner, *I. Heidenheim*, maintained her lead and swept down with the rapidly falling breeze for an easy win. This vessel



I. Heidenheim ON THE HOME STRETCH.

Photo by Southland Studio

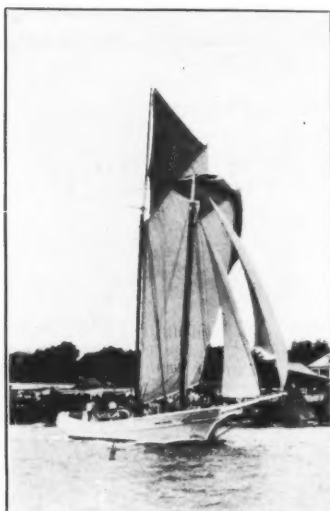
also won the 1925 regatta and was a prime favorite. The roar which went up from the waterfront almost

drowned out the call of "time" as the race passed into history.

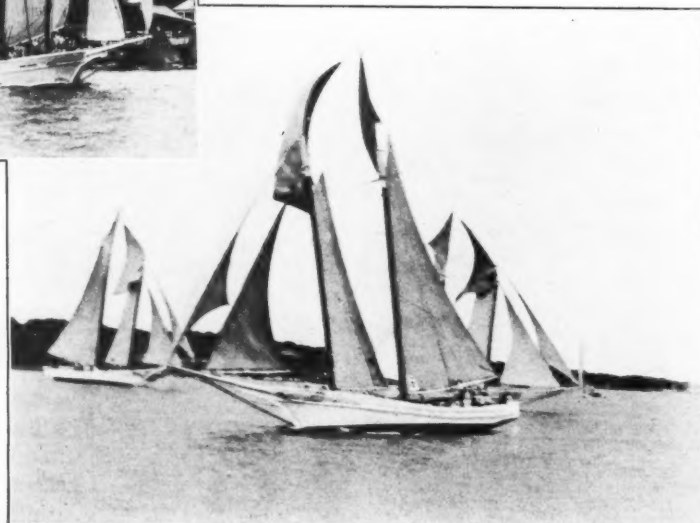
Thousands of people were attracted to Biloxi for the classic and crowds filled the various buildings and piers along the gulf side of Biloxi peninsula. The

race than in many previous years. So much interest was in evidence that rumors are afloat that several of the packers are to start work soon upon entries to beat the *I. Heidenheim*, in next year's race, this being the second year that the vessel has been the winner of the championship.

The fishermen of this particular section of the Gulf are native-born. They go back to the early settlers of this section of the country. Their forefathers fished out of Biloxi when the city was the capital of Louisiana Territory before the historic purchase which brought this great country beneath the Stars and Stripes. Their fathers fought through the Civil War and some of them are still spending their declining years in the wonderful Soldiers' Home which stretches for some distance along the shores of the bay. Some of them will point out with a pride that



Mary Foster,
THIRD PLACE WIN-
NER TURNING THE
BUOY ON THE
FIRST ROUND.



Center — THREE OF THE
SCHOONERS AWAITING THE
STARTING GUN.

Below—THE *Anna Eve*, ONE
OF THE ENTRIES.

Photos by Southland Studio

I. Heidenheim finished six minutes and one second ahead of the *Julia Delacruz*, which was second in the race.

Capt. Amos Ross, an experienced Biloxi fisherman, handled the *I. Heidenheim*, with a crew recruited from Biloxi's East End canneries section almost overnight. This was the first time he had ever sailed a schooner in the championship race and his winning over men who have handled schooner entries for more than twelve years, was more or less of a surprise. Less money was expended in getting the *I. Heidenheim* in condition for the race than on any other boat. The *H. E. Gumbel*, also an entry from The Seafood Company, was thought to be the dark horse of the race and her owners spent considerable sum of money in getting her in 'trim condition.

In addition to the three vessels named already, the following were entered: *Mary Foster*, *Anna Eve*, *Sarah Ford*, *Curtis Fountain* and the *Lillian Holley*. Over two hundred skilled fishermen manned the entries. More enthusiasm was raised in this year's



is almost pathetic the house of Jeff Davis and even the room where he wrote his memoirs of the great war in which the South was defeated but never conquered. They will tell you of the old soldier who

(Continued on page 26)

New 90 Foot Dragger

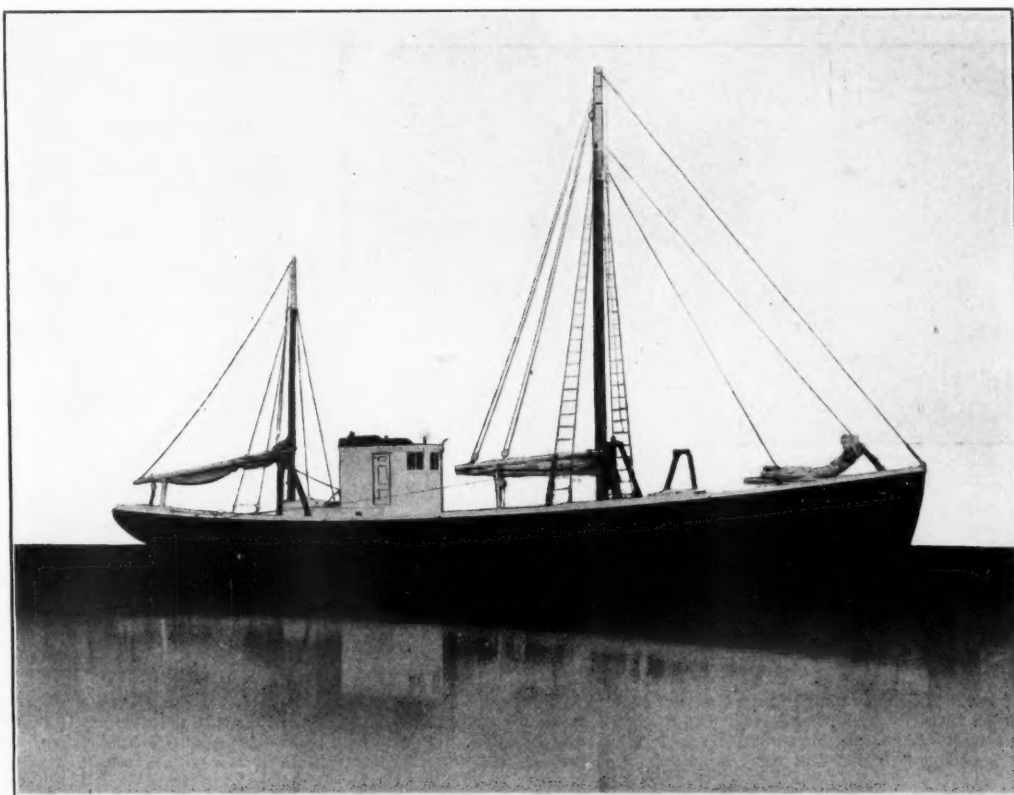
Helen M.

THE latest craft to join the off-shore dragging fleet is the *Helen M.*, owned by Frank R. Neal of the Seacoast Fisheries Company. She is a somewhat larger vessel than most of the draggers built lately, and is of sufficient size to take her place alongside of anything except a trawler. She measures 90 feet long, 20 foot beam and is about 9 feet deep.

Nothing in labor or expense has been spared to make her the most able of her type, although her owners maintain that her cost is less than that of any dragger of her size. Also, that she was made ready

seven feet above the deck and a jigger thirty feet. The foreboom and gaff are sixteen feet long, and the jigger boom is twenty. The hold is twenty-two feet fore and aft. Cylinder oil tanks have a capacity of two hundred gallons and the fuel oil two thousand.

Much of her trawling equipment is of new design, incorporating a number of improvements, particularly in the materials used. Strength and durability are considered the most essential features of fishing gear by the fitters, and according to all reports and appearances they have succeeded in giving additional wearing quality to everything that heretofore has



for sea for no more than it has taken to build and fit vessels which are compelled to lay to when this one will be working without discomfort. At any price she is staunch in construction, has plenty of power, and gear which should outlast the vessel itself.

J. D. Morse of Damariscotta built her up to the regular state of Maine standards. For frames he used 8x8 in. grey oak, tapered at the top; for planking, the very best Georgia pine 2¼ in. thick, fastened with 4½x¾ in. galvanized button head spikes; ceiling 2 in. long leaf pine fastened with 4½x5/16 in. galvanized button spikes; rails 2½x8 in. grey oak. The *Helen M.*, was built for service rather than for beauty. She is ketch rigged with a foremast forty-

been looked upon as a weak spot.

The winch, of course one of the most important pieces of equipment, looks especially strong. It has a solid bed frame of structural steel, with the side frames joined by two cross members which are of the same construction and have the same strength as the side frames themselves. This makes the frame absolutely rigid allowing no play in any direction, so the bearings cannot get out of line. As a result there will be practically no renewing of bearings if fair attention is given to lubrication, and there should be considerable saving in minor repairs and overhauling costs. A center bearing for the drive shaft is built into the frame, so there can be no whipping and consequently no breaking of this part. The

drums and gears are steel, and there are extra wide brakes and extra thick clutch lining. To look this winch over in the shop or on the dock you get the idea that maybe it is too heavy and bulky, but when it is in place on a vessel with the other gear around, it looks neat and not at all cumbersome and you can't see how any amount of jerking by the largest trawls in bad weather will hurt it.

All bollards, fairleads, gallows blocks, sheaves and rollers are chrome steel, one of the hardest metals known. They have self-lubricating bushings, thrust washers, and longer rollers than usual—five inch. The pins are oversize too, and are locked into place so that the sheaves cannot freeze to them.

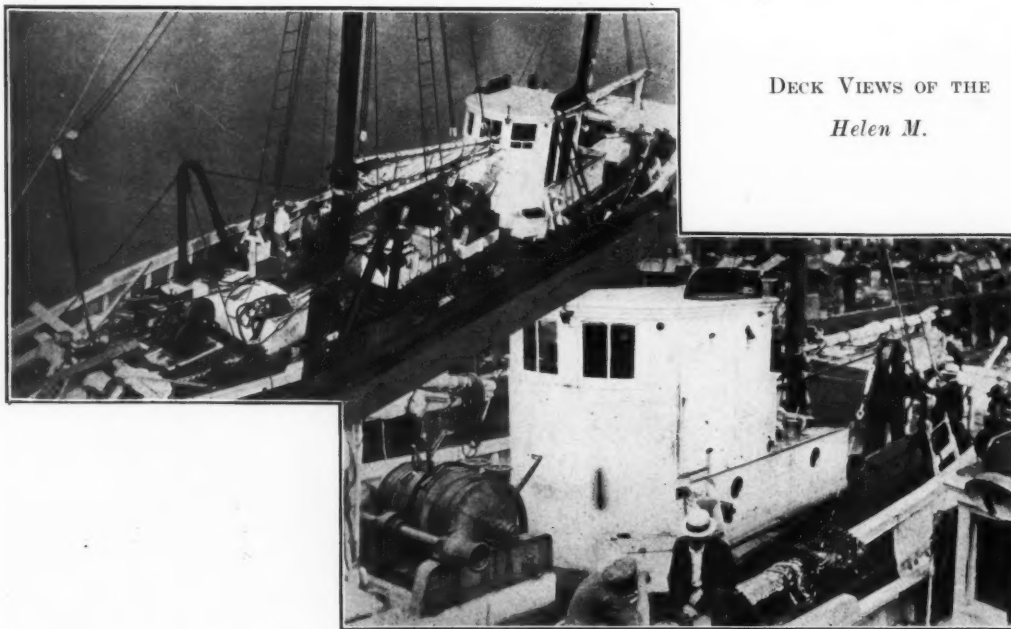
The gallows frames are made of one piece of channel steel. They have a base which allows rocking the frames inboard. This is as strong as a stationary base because no strain comes on the pin on which the frames hinge. The frame stays are hinged with a toggle arrangement. This means that a frame is never adrift and that it is a one-man job to swing it inboard. Another good feature is the way the blocks are shrouded to prevent the towing wire from jamming the sheaves.

The winch driving mechanism below is of equal quality to

consequently less room on deck is required.

Considerable attention has been given the matter of bearings for the winch driving mechanism because the severe strains which trawlers and draggers must undergo raise havoc. The best bearings obtainable for this service, Fafnir self-aligning ball bearing pillow blocks, were installed. A Fafnir of this type bolted to a steel bed frame is used at the forward end of the main shaft extension, and there are two more on the overhead shafts. The disks and shafts in Kinney clutches are fitted with the same bearings. Although these bearings show no wear, they require lubricating only about twice a season. They fit the same shafts as any bearing.

All the trawling machinery and equipment on the *Helen M.*, was made and installed by the New England Structural Products Co. This concern is an outgrowth of the relationship between the John Chisholm Fisheries Co., and the New England Structural Co., Alex J. Chisholm, president and treasurer of the former, and R. F. Symonds, until recently vice-president and general superintendent of the latter, having formed the Structural Products Co. to go into the fitting of trawlers and draggers on a more intensive scale than was possible under the arrangements which the two concerns had last year. The new company continues to enjoy a close connection with



DECK VIEWS OF THE
Helen M.

the deck gear. A Kinney clutch is used on the engine shaft. The clutch in trawling equipment is very important and must be reliable under any conditions. This one has been used with exceptional satisfaction for years on a number of vessels of all sizes. All the John Chisholm trawlers have them. On the *Helen M.*, the clutch is thrown by a rack and pinion arrangement. The pinion is spun by a hand wheel which is right handy for the winch operator. This does not affect throwing the clutch from below, as the engineer can work it by the lever from the rack to the clutch fork.

The winch sets over the after end of the fish hold, just forward of the engine room bulkhead, so the driving shafts and gears are overhead on the beams in the hold. The bulkhead has been cut away amidships at the bottom to allow working on any of the driving machinery conveniently. Forward of the clutch on the main shaft is a sprocket which drives a Link-Belt chain engaging another sprocket on a counter shaft above. There is a speed reduction of two to one here. A thrust rod has been put in parallel to the chain between the counter and main shafts to do away with any slackening of the chain when the timbers weave. Through a tool steel gear and pinion, the counter shaft transmits the power to a thwartship shaft on which there is a twelve tooth sprocket engaging another Link-Belt chain which runs through the deck to the sprocket on the jack shaft of the winch above. There is further reduction here. By cutting down the speed all along, a smaller sprocket on the winch can be used and

the New England Structural Co. for manufacturing, etc.

The *Helen M.*, has started with the number D-1 size otter gear. She carries 275 fathoms of $\frac{5}{8}$ in. Wickwire-Spencer warp on each drum, and has four seven-foot steel Nesco doors. Since these doors were placed on the market they have been successfully used by several vessels. Some of the skippers say that they work better than the wooden ones, and as for wear there is no comparison. One vessel which had them all last winter, working steady, will use the same pair this year and the only repair needed is a coat of paint. It looks as though they would outwear wood three or four times. Soon after the Nesco doors were announced in this magazine last fall a large outfitting firm in England opened negotiations to handle them over there, and if things work out as they promise to, steel doors made here will replace the old style in the biggest trawling fleets in the world.

The Structural Products Co., did considerable of the finishing work in addition to installing the trawling gear, deck hoist, bilge pump and piping, steering gear, galvanized iron sheathing, etc., etc. Edson steering apparatus is used. This, too, was selected by the owners because of its strength. A nice mahogany wheel with hardwood spokes turns a chain sheave which engages a chain running down through the pilot house deck and outboard on each side alongside of the deck house. Here it connects to rods which go aft to the quadrant. No rudder strain can reach the wheel because of springs in these rods. The wheel and chain sheave is mounted on a

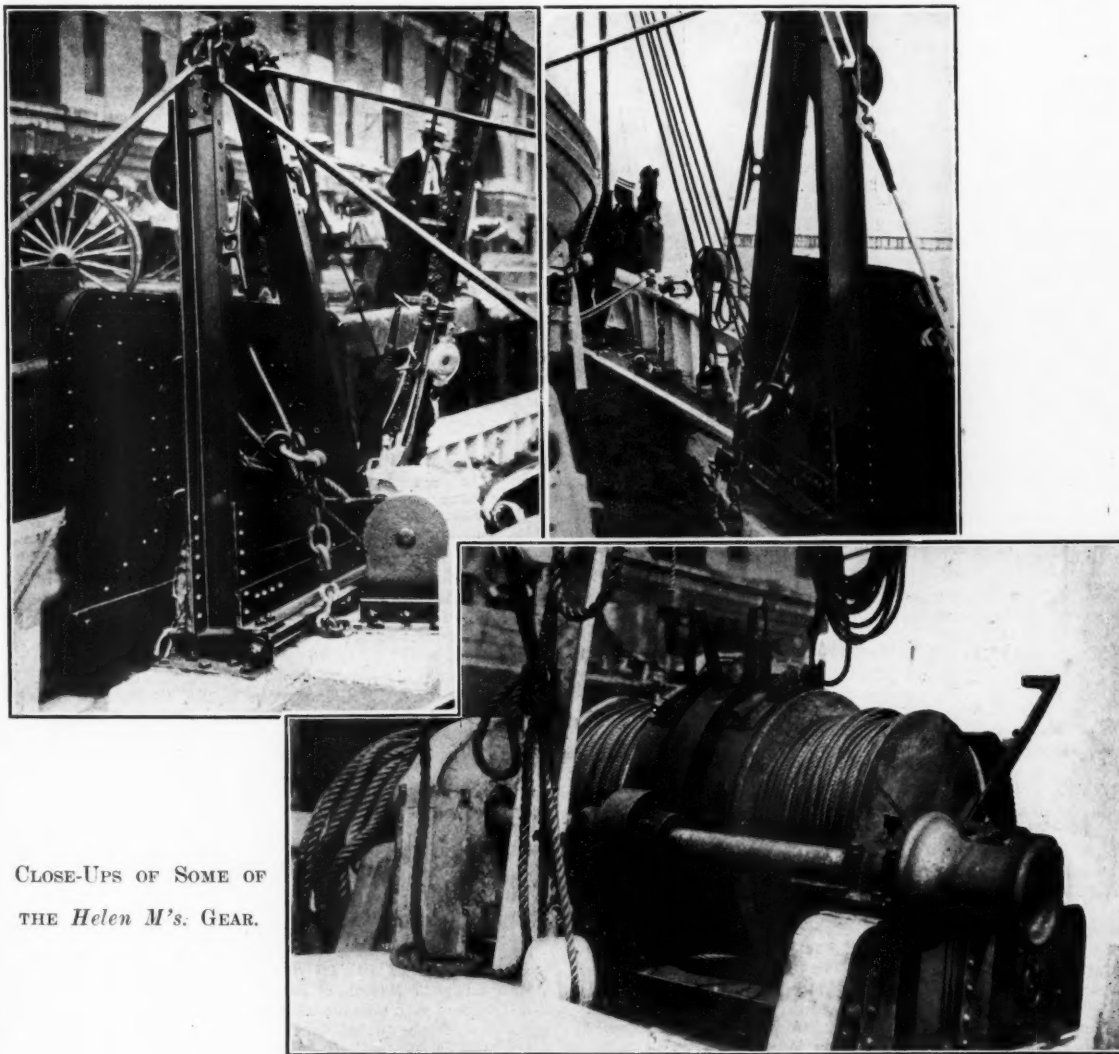
steel shaft, and the shaft is on a strong frame amply fastened to the deck. This type steering gear is made expressly for trawlers and other craft requiring equally strong apparatus. The *Nina B.* and *Erickson* have it.

An engine room like the *Helen's* is an engineer's pride. It is far enough forward to give beam for big tanks and wide gangways on each side of the engine, and it has a couple of feet more headroom than ordinary. The engine room runs aft a couple of feet beyond the hatch, which gives room for the air bottles, work bench and two bunks, one on each side abaft the tanks. The engine is a four cylinder, 120 horse, Fairbanks-Morse "C-O" of the new full diesel, solid injection, direct reversible type. This makes the *Helen M.* the heaviest powered of the off-shore draggers, most of the others having hundreds. This should be enough power to allow a vessel of her size with the gear which she is using to

from a Westinghouse lighting plant. The Structural Products Co. are also distributors of these generators. One of the features of this make is the automatic cut-in and cut-out, a simple non-electrical device which can be relied upon to stop the generator when the batteries are charged. Only carelessness will allow overcharging with this outfit.

The compressor and generator are on beds on the port side, next to the forward bulkhead. Outboard of them are the batteries, also made by the Westinghouse Co. These have a special top which overlaps a beading all around the jar. The only way to get it off is to break it, so no doubt it really won't leak.

The wiring was done by Edwin C. Lewis Inc., Boston electrical contractors who have done a lot of work in the Bay State trawlers. Watertight fixtures were put in wherever they are exposed, and regular fittings used below except in



CLOSE-UPS OF SOME OF
THE *Helen M.*'s GEAR.

tow both to lee'ard and wind'rd, something that few draggers can do. D-1 gear is not very large for a ninety-foot boat, and before she gets done the *Helen* may have a larger size, but anyway she ought to be able to get in five trips a month to the lesser-powered crafts' four by saving the time which they waste running back into the wind after a set.

A Hyde propeller is being used and a Fairbanks-Morse deck water pump. The Structural Products Co. handle Worthington pumps and install them when they furnish all the engine room machinery. The pump is belt driven from tight and loose pulleys just forward of the flywheel on the main shaft. These pulleys do away with throwing the belt on and off.

A Fairbanks-Morse auxiliary compressor is belt driven

the hold. This is preferred sometimes because it is thought that the heat in the tight fixtures tends to burn out lamps. In the hold of the *Helen M.* the wiring is enclosed in conduits, with lead cable used elsewhere.

The fo'c'stle would be a sight for the eyes of some of the boys who have been doubling up in haddockers. It has headroom to spare, partly because the deck breaks over the bulkhead between the forecabin and hold. This bulkhead is watertight and there are Edson hand pumps for the forward bilges. Twenty men could be shipped but there are only twelve bunks now. The cook has locker room and an ice box large enough to feed a crew of twice the size. He has

(Continued on page 22)

A Log of the Fisheries

July 6 — August 5

Tues., July 6—Fifteen trips of swords at Boston today. The total number of fish, 1541, is the largest number to ever pass through the Exchange in one day.

Wed., July 7—Red and white lights alternating every fifteen seconds replace twin whites on Baker's Island.

Thurs., July 8—It is announced that last week was the biggest of the season in mackerel landings. 8,000 barrels of fresh were caught off Chatham and in the South Channel.

Fri., July 9—Mackerel quotation hit new low mark today, 2 cents.

Sat., July 10—The Fishing Masters Producers Association states that the sixty-nine Gloucester craft, representing an investment of approximately \$1,431,000, engaging in the southern mackerel fishery this year brought back \$476,533 as their earnings out south. Practically all of this money will remain in Gloucester, as only twenty-six of seven hundred and seventy men in the mackerel fleet are non-residents, most of the rest having homes and families in the city. This is a striking example of the value of the fisheries to a community.

Mon., July 12—Two dory handline trips of salt fish at Gloucester today, Sch. *Thomas S. Gorton*, 175,000 pounds, and *Gov. Foss*, 350,000 pounds.

Tues., July 13—The captain of a German salt steamer unloading at Gloucester claims that his crew is deserting because the men want to get in on the big earnings of the local fishermen.

Wed., July 14—To date the total mackerel catch is 115,873 barrels fresh and 2,053 barrels sail. This is two and one-third times as much as last year for fresh and about twice as much salt. The catch is 288% greater than in 1924 at this time.

Thurs., July 15—The rebuilt trawler, *Boston*, formerly the *Ripple*, is at Boston today with her first trip since refitting. The vessel now has 300 H. P., Nelsec full diesel, replacing her old steam plant. She is using the new V-D trawling gear.

Fri., July 16—A codfish caught June 15, twenty miles south of Liverpool, N. S., is identified by the U. S. Bureau of Fisheries as one tagged July 23, 1924 off Cape Ann. Since its tagging experiments began the Bureau has tagged over 36,000 groundfish. Seventeen hundred of these have been recaptured and a pollock has been caught and released four times on Nantucket Shoals.

Sat., July 17—This week the following were among the trips landed at Yarmouth, N. S.; *Dorothy G. Snow*, Capt. Wm. Murphy, 14,000 halibut, 1,000 shack, 13,000 salt; *Opitza*, Capt. E. d'Entremont, 54,000 handline fish; *Roseway*, Capt. T. d'Entremont, 35,000; *A. W. Longmire*, Capt. Adolphe Amirault, 45,000; *Mattawa*, Capt. Andrew D'Eon, 60,000 handline.

Mon., July 19—The last Gloucester salt banker is home, the *Columbia* having arrived Saturday after a hard luck trip. She was considerably delayed in getting on the grounds because of her accident and then Captain McInnis was unable to find fish on Grand Bank or to locate them plentifully elsewhere. She will fit and leave again soon.

Tues., July 20—Sch. *Elk*, Capt. Eric Carlsen, is reported in Halifax to land a disabled member of the crew.

Wed., July 21—Swords are smaller than usual this year, although they are plentiful. One trip of 126 fish averages only 144 pounds each.

Thurs., July 22—Nine diggers are arrested for taking clams from the flats in Lynn harbor, near the city sewer. These men say they are working for a man who sells to roadside stands. Such cases as this do more to injure the cause of legitimate fishermen than any other one thing, and it reacts on the entire fish business.

Fri., July 23—Sch. *A. Piatt Andrews*, Capt. John Silveria, stocks \$5,200 and shares \$356 on swordfish trip. This is the high-line stock of the season.

Sat., July 24—So far this year there have been 192 more trips at Boston than up to this time a year ago. The landings are 4,446,420 pounds greater this year, the total now being 101,235,900 pounds.

Mon., July 26—There is talk around the wharves of a New York firm starting up to operate ten or a dozen of the old East Coast trawlers. Whoever started the story claims that the big fresh fish market of America will move to New York immediately. No doubt it will take more than a story to accomplish this, and even more to keep the market there. Anyway, none of the Boston dealers are closing their stores quite yet.

Tues., July 27—Although there is a good supply of mackerel today, 113,000 pounds, the price is better than last week's. They are paying 4½¢, while Saturday it was down to 2¾¢.

Wed., July 28—Harry Norton, one of the crew of Capt. Claude Wagner's Edgartown sworder *Liberty*, in today with eighty-nine fish, had a narrow escape this trip. He had sunk the iron in a three-hundred-pounder and was towing him astern his dory when the supposedly dead fish made a break, capsizing the boat. Norton kicked off his boots and was soon picked up. The fish didn't get away. It will be remembered that last year one of the *Liberty's* gang was towed 24 miles by a stuck fish.

Thurs., July 29—Word comes of the death of Capt. Peter Smith at Cape Island, Shelburne County, last Friday. Capt. Smith was eighty-five years of age at his death. He was well-known out of Gloucester and Boston.

Fri., July 30—American Race Committee receives word from Halifax which encourages advocates of a resumption of the event.

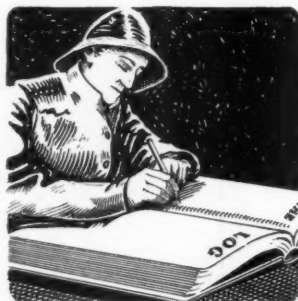
Sat., July 31—Swordfish stock record for the season is today again broken. Capt. Bob Jackson, schooner *Hazel M. Jackson*, sold 174 fish for \$6,180, sharing \$570. He was out seventeen days, which figures \$33 and some cents a day for each man. Not bad!!

Mon., Aug. 2—Records are being set up fast these days. The largest number of trips at Boston in a single day has been established twice this summer already and now today's arrivals with 60 vessels at market, make a new mark. There are 23 seiners, 9 sworders, 2 halibutters, 13 draggers, 3 trawlers and 10 marketmen there with over 2,000,000 pounds. Prices quoted this morning: mackerel 2 to 2½ cents; halibut 20, 15 and 10; sword 15 and 21; haddock 2 to 3; other groundfish relatively low.

Tues., Aug. 3—Another one! *Killarney*, mackerel seining. Capt. Wallace Walker, at market yesterday with 25,000 was back with 35,000 more four hours after the first trip was out. She went as far as Boston Light and steamed back for a \$1,400 stock. This is nearer \$33 an hour.

Wed., Aug. 4—Mackerel landings the last three weeks total 40,950 barrels of fresh and 775 barrels salt. The week ending July 18 was the largest with 25,897 barrels fresh and 190 salt. The following week had 5,320 fresh,

(Continued on page 18)



Liverpool Jarge

BY HALLIDAY WITHERSPOON.

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YARN III

*"Where'er I go on sea or land
"I'll ne'er forget the Bell in Hand."*

THE doggrel couplet was scribbled on the wall in the back room of the comfortable, old-fashioned tavern. Some humble rhymster whose intentions were good if his verse was bad had written from a full heart and had set down in less than a score of words, what is commonly designated by the intelligentsia as a mouthful. Men who knew the Bell in Hand never will forget it. It flourished in the days before the great drought, in an era when a mild sanity pervaded the mental processes of the people of these United States, and when a lingering love of personal liberty showed with more than a trace in any assay of public opinion.

For the benefit of those who did not know their Boston in the happier days it may be said that the Bell in Hand was an ale house of the English type. It was situated conveniently up a shabby alley off Washington Street far down town and sported over its door a huge wooden bell held in a clinched fist. The sign dated back to colonial times, the pot-house having been founded, so tradition has it, by the town crier. There were four small rooms irregularly arranged, low studded with sanded floors, and walls covered with old prints. Plain deal tables, kitchen chairs and a short brass-covered bar were all the furnishings. A heavy-bodied, heady, brown ale was served in pewter mugs by red-faced waiters who might have stepped out of Pickwick Papers; and there was bread and cheese or cold cuts if food was wanted. A simple place for simple folk who liked their victuals and drink plain and plenty and good.

During the day the Bell in Hand was frequented largely by business men and it was crowded. After six in the evening the attendance was limited and select. There were not more than a dozen or fifteen of the night regulars and they were mainly Scots and Britishers, the most argumentative and the stubbornest nationals in the world. The tavern closed by pleasant custom at nine giving every guest present a free half mug for a night cap. In the interval between seven and closing time the little group of serious drinkers were wont to settle all the problems of the universe.

One warm June evening Mr. John Savage Shaghellion and I sat in the back room and listened in on a discussion of luck. A large redheaded Caledonian gentleman with a brazen voice had things all his own way. A stark materialist, apparently, he laid down the law that there was no such thing as luck; and since he bought round after round of drinks with a liberality uncanny in one of his race, no one challenged his opinion. Shaghellion took no part in the debate. He hovered discreetly on the edge of things and managed to edge in on three or four half mugs, keeping silent always; but I saw his hands clench and open and heard him mutter maledictions in the back of his throat.

At nine we hunted the air and headed for the ferry. Half way down Milk Street John exploded.

"Luck," he ripped out. "Luck!! Why the danged fool oughter be keelhauled. Luck! Why, blarst his eyes, I'd a' took a cuff at him only for the mugs of bitter he was buyin'."

At Fort Hill Square, the night being still young, we rested on a bench, Shaghellion growling to himself.

He burst out again. "Luck! Why there's all kinds o' luck. Good and bad and medium. Everythin' in the world's luck. Most of it's bad of course. Stands to reason if everything's luck there must be signs that shows it comin'. And there must be things a feller does to bring it. I'd admire to have that red-headed swab some places I've been. I'd show him.

"I mind well how my old shipmate Liverpool Jarge brang

bad luck on the ship Sligo Maid out of Sidney with wheat for Frisco and come nigh sendin' me to Davy Jones along with the captain and the rest of the crew.

"Me and Jarge was settin' on a green bench one bright day in the Queen's Domain under a big gum tree when along comes a cove in a yellor pea jacket with pearl buttons. He talks friendly, and findin' out about Jarge and his likin' for tattooin', said how he knew an artist on Regent Street, and he'd take us there.

"That pleased Jarge, he being keen on tattooin', and we went, but we stopped into Lou's for grog, and when I woke up I was in a dirty fo'castle bunk with the roaches nibblin' my toenails, and the pitch-in' feel of deep water under me, and a taste in my mouth like the bottom of a bird cage, and the shriek of a boson's whistle near splittin' my head.

"We was aboard the Sligo Maid, a dirty, under-manned, bad-found hooker, and all hands being piped aft to meet the mate.

"He was a proper bad 'un. I can see him now. He had a chest like a water butt, and one leg crooked where it had been broke and set bad, and a caved in face with the nose slewed around three points to port and a mean eye, and a voice like a channel whistle buoy. He looks us over slow and says:

"'I'm the mate. I'm a sailor. When I come aboard I didn't come over the side. I come in through the hawse hole. I'm

a nice, quiet feller. We'll get along all right together. But when I give an order,' he says, 'I don't want you to run. I don't want you to walk. I want you to ship your bloomin' wings and bloody well fly. Lay to ye' swabs.' We laid to.

"He was a proper bad 'un. When a watch come up he'd stand by the fo'castle door with a belayin' pin and crack the last man up. Very theftly he was with a light wooden pin and he'd nick his man abaft the ear as neat as you like and seldom missed. You can lay to it all hands stepped lively on that craft.

"About the third day he gets Jarge and misjudgin' for once he lays Jarge open from eye to chin. Jarge got very savage over it, owin' to his plannin' sometime to have his face tattooed and not wantin' to be scarred.

"Well, Jarge laid it up against the mate and things went from bad to worse, and one night Jarge said he was going to kill the mate. I advised him not and said how murder was a crime and mutiny meant hangin', but Jarge was firm and told me to stow my gab.

"The next night he done it. It was in the mid watch just gone four bells, bright moonlight and warm, and the old tart snorin' along with everythin' on in a light breeze and all hands snoozin' except me and Jarge and the helmsman when the mate come on deck for a smoke.

"He leans on the rail just aft a little pile of lumber stacked amidships to port and next the pig pen. I mind the pig was squealin' in his sleep when Jarge slipped up and give it to the bucko good with a set of brass knucks fair and full under the ear. The mate folded up and slid into the scuppers. And I give Jarge a leg up with him and we put him over.

"Well, next day the old man made no end of a row and said he'd put into Honolulu and shove the whole crew. That made Jarge nervous and he done the thing that he ought to knowed better. He's shamblin' along the deck absent minded and he steps on the ship's cat, a big black devil with a lop ear and half a tail from the fights he'd been in. The cat yowled and sunk her claws in Jarge's leg and he ups and boots her and over the side she goes and that's the end of her.



(Continued on Page 19)

Fishermen's Race Most Likely.

THE international fishermen's race in American waters for 1926 is a strong probability. At any rate there will be a Nova Scotia fishermen's race this fall, according to recent dispatches from Halifax.

Following the meeting of the trustees of the International Trophy July 30, H. R. Silver, chairman, wired Wilmot Reed, secretary of the American Fishermen's Race Committee, Gloucester, as follows: "Referring to your letter of the 21st to Mr. Dennis, the committee met today and decided to hold Nova Scotia fishermen's race this autumn with the object of the winner entering an international race in American waters this year. We cannot make positive statement that the winner will enter the international race, but will do our utmost to have this accomplished and suggest you proceed with your arrangements in the expectation of doing so."

Upon receipt of this wire the American committee met and voted to consider the message a challenge, and the following was sent in reply:

Mr. H. R. Silver, Chairman, International Trustees, Halifax, N. S.

"At the meeting of the American race committee this evening, your telegram of July 30 was interpreted as a challenge for an International race this fall off Gloucester.

"Our committee accepts your challenge and are taking immediate steps to perfect necessary arrangements.

"It is essential to expedite matters that the date of the International race be decided upon at once. We urge that the race be held as early in October as possible and suggest October 9 and the days following, which includes October 12th, a legal holiday."

The early dates were proposed so that the series would be completed in time for the *Columbia* to leave not later than October 20 for Newfoundland on her fall herring trip. She will not make another salt trip right away, but is being held at home awaiting a definite decision on the races.

A Log of the Fisheries

(Continued from Page 16)

190 salt, while last week there were 9,733 fresh and 173 salt. This bring the total for the year to 156,823 barrels fresh and 2,833 salt. The catch is now nearly half again as large as last year's at this time.

Thurs., Aug 5—The secretary of the Bay of Islands Board of Trade was recently instructed at a meeting to write the Prime Minister asking for an appropriation for the construction of a bait depot on the West Coast. It was suggested that Bay of Islands would be the most advantageous location. Much inconvenience is caused by the lack of a depot in this vicinity.

News from the Provinces

By W. ALEXANDER DENNIS.

ANNOUNCEMENT in the Halifax papers, that there would be a Nova Scotia fishermen's race this autumn, with the object of the winner entering an international race in American waters, was hailed with delight, by not only fishermen, but by the general public.

Up to the time of writing no definite arrangements for the elimination race had been made. In an interview with H. R. Silver, Chairman of the Board of Trustees of the International Trophy, he stated that while no definite details had been arranged as yet, they had decided to do everything in their power to have a race held this year.

Besides the *Bluenose* and the *Haligonian* entering the race in Canadian waters, another vessel, the *Mayotte*, which is stated by skippers and others to be a fast craft, may enter the Elimination Race. She is a staunch well-built vessel, one of her features being a comparatively short amount of straight keel, which gives her something of a "centre-board" appearance on the ways. If the *Mayotte* enters the race, with the *Haligonian* in command of Capt. Roger Conrad, and the *Bluenose*, in command of Capt. Angus Walters, the race will prove a great attraction, as all three boats and masters are spoken of in high terms for their sailing abilities. The *Mayotte*, it is understood, is fast to the windward. Should the *Haligonian* and *Mayotte* enter, it will be their first appearance in the Elimination series. The *Haligonian* was built partly with a view to taking part in the races and a contest between her and the *Bluenose* has always been looked forward to as a great event.

It is of interest to compare the dimensions of the three vessels:—

Bluenose—Built at Lunenburg 1921; length, 130 ft. 2 in.; breadth, 27 ft.; depth, 10 ft. 1 in.; 99 registered tons.

Haligonian—Built at Shelburne 1925; length, 128 ft.; breadth, 27 ft. 6 in.; depth, 13 ft.; 125 tons net; 177 tons gross.

Mayotte—Built at Mahone Bay 1924; length, 122 ft. 6 in.; breadth, 28 ft.; depth, 11 ft. 6 in.; 154 registered tons; 136 tons net.

WHAT THEY SAY

Bluenose—Champion in last Elimination Races in Canadian waters.

Haligonian—Built to contest *Bluenose* and classed by the seamen as "a slippery piece of wood."

Mayotte—Which may be a new contestant for honors and which is ranked in high terms as "fast to wind'ard."

It is expected that the *Bluenose* and *Haligonian* will carry some where around 10,000 sq. feet of sail. The rule is 80% of the square of the water line for each vessel. This amount of sail, and with each vessel flying its own pennant, is a sight unequalled and stirs the soul of every race fan, as the vessels cross the line on their first race for International honors.

Further announcements by the American Committee are that they are taking immediate steps to perfect the necessary arrangements. An early race was stressed because of the fact that the *Columbia* must leave Gloucester by October 20th at the latest, for the fall trip to Newfoundland, and it is suggested by the American Committee to hold the race between October 9 and the days following which would include October 12, a legal holiday. No elimination races will be held at Gloucester as the *Columbia* is the only available vessel. Some doubts are expressed as to whether the Canadian vessels would have time to arrive back from the Banks, prepare for the elimination races, and reach Gloucester to race for International honors by the above dates. As fishing has been particularly good on the Banks, however, it was stated by one in close touch with the fleet, they ought all to be home by the end of August. Some vessels have already arrived back from their summer trip with good fares.

About eight of the Lunenburg bankers were reported at St. John's, Newfoundland, on August 5. The *Bluenose* had 2,300 quintal, *Lucy M. Corkum*, 2,200 quintals; *Dorothy Adams*, 1,500 quintals; *Agnes J. Myra*, 2,100 quintals, *Jean Smith*, 2,200 quintals; *Marie A. Spindler*, 2,200 quintals, and the *Uda R. Corkum*, 2,000 quintals. The *Haligonian* also reported there on August 8 with 2,500 quintal, making her high-

liner of the vessels then in that port. The schooner *Eugene M. Creaser* was reported at Burin, Newfoundland, with 1,400 quintals and the trawler *Cape Agulhas* at Belleoran with 1,450 quintals of salt bulk fish. Most of the vessels reported at the Newfoundland ports to take on supplies, and were to sail the following day to complete their trip or proceed home. The *Pan-America* was also reported at St. John's with 1,600 quintals. Others reported at St. John's have been the Lunenburg schooners *Frances W. Smith*, with 1,800 quintals; *Mona Marie*, 2,200 quintals and the *Pauline E. Winters* with 2,000 quintals.

The catches made by the Lunenburg fleet early in the season are reported sold to exporters at \$5.50 per quintal, it was also understood that fishermen received as high as \$6.00 per quintal but \$6.00 quintal was exceptional, and very few fares passed hands at that price. It is expected that fishermen will receive no higher prices until foreign markets greatly improve.

On August 7th a heavy storm swept the province, while beneficial to the farmer it caused an inestimable loss to fishermen on the coast. The gale, with a heavy sea running, caused eleven, 35-foot auxiliary boats, with gear on board, to be swept to sea or smashed to splinters at New Harbor, Guysboro County. The boats were all equipped for the swordfishing season, which is now in full swing, and the loss to the fisherman of the village comes at a time when it will be keenly felt by the small community. The French trawler *Locarno* was abandoned two hundred miles east of Halifax. The crew were taken on board by the French trawler *Uranus* bound to St. Pierre. The vessel was set on fire so she would not become a menace to navigation.

The following message was received at St. John's by the Deputy Minister of Customs from the collector at Cape Broyle: Stephen Eisenhauer and Owen Risser belonging to Lunenburg, went astray from the schooner *Grace P. Brown*, on July 23, but were picked up the next day at noon by Captain Heisler of the schooner *S. B. Hirtle*, and landed at Cape Broyle.

The handliners, which number thirteen vessels did well, landing an estimated catch of about 16,000 quintal. They are now on their second trip. The *Silvia Mosher*, Captain Mosher led with about 2,200 quintal, followed by the *Edith Newhall* with 1,700 and the *Kathleen Conrad*, Captain Conrad with about 1,600 quintal.

It is understood the Lunenburg fleet are doing well on the Banks and it is expected that the catch will be as much if not greater than last year.

The first trips were as follows:—

<i>Silvia Mosher</i> , Mosher	2,200
<i>Edith Newhall</i> , Mosher	1,700
<i>Kathleen Conrad</i> , Conrad	1,600
<i>Galahad</i> , Colp	1,500
<i>Lucile Smith</i> , Corkum	1,450
<i>Mary Ruth</i> , Conrad	1,200
<i>Clayton Walters</i> , Selig	1,150
<i>J. W. Margeson</i> , Ross	1,100
<i>Coral Spray</i> , Wambach	1,000
<i>Annie E. Conrad</i> , Richard	1,000
<i>Golden West II</i> , Getson	900
<i>Silver Thread</i> , Getson	900
<i>Sadie A. Knickle</i> , Corkum	700

Total 16,400

\$5.50 delivered Lunenburg was the price paid.

A very fine report was issued about July 10, by Ward Fisher, Chief Fisheries Inspector for the Eastern Division, showing the various catches for the month of June in the Province of Nova Scotia.

The total catch for June was approximately 48,258,727 pounds, having a landed value of \$1,542,000 as compared with 45,708,000 pounds and \$1,245,775 for June 1925.

The increase in cod was about 3,000,000 pounds, and haddock one and one-half million pounds. Lunenburg was responsible for almost 19,455,600 pounds of the cod catch as a result of the June landings of the Lunenburg fleet. The Halifax County catch was 1,588,600 pounds and about one million pounds of haddock. Canso district catch of cod amounted to 1,345,600 pounds, and haddock 1,537,300 pounds.

Total lobster catch was 6,208,000 pounds, over 3,000,000 greater than for June 1925. Largest increases were in Inverness County, where the catch was over 1,000,000 pounds as compared with 313,200 pounds a year ago. Total catch for Cape Breton Island was 2,695,500 pounds an increase of

991,800 pounds. The only district showing a decrease on the Island was in the section from Point Tupper to St. Peters. For Guysboro the lobster catch was 811,000 pounds, as compared with 377,900 for June 1925, and in Antigonish the catch was 540,600 pounds as compared with 162,400 pounds.

The salmon catch for June was the largest in many years, 413,000 pounds being taken, as compared with 81,265 pounds for June 1925. Halifax and Guysboro Counties led in the increased catches, Halifax having 103,500 pounds as compared with 63,000 pounds, and Guysboro 131,000 pounds, as compared with 46,000 pounds. The Cape Breton Island catch was 72,000 pounds and of this quantity Cape Breton County took 23,300 pounds, over 25,000 pounds greater than June, 1925. Kings County took 18,500 pounds, Queens 15,000 pounds, Annapolis 11,000 pounds and Yarmouth 7,700 pounds.

Excellent fly fishing was enjoyed on the Medway, Mersey, St. Marys and the Musquodoboit Rivers, also in the streams of Annapolis County. These rivers are filled with grilse and young salmon as a result of the generous distribution from the hatcheries during the past few years. The rivers should afford an increasing source of enjoyment to anglers.

While there was a heavy decrease in mackerel fishing it was more than off-set by the other catches. Only 376,500 being listed for the Halifax landings. The heaviest catches were in Guysboro, 1,363,900 pounds; Richmond 1,155,600 pounds and Yarmouth 376,500 pounds. A heavy run was encountered in St. Peters Bay, Richmond County sinking all nets, with the result that the catch was lost and fishermen had a difficult time in recovering their sunken gear. The mackerel fishing has been unprofitable for several years, as far as the Nova Scotia fishermen have been concerned, as the large American catches have swamped the United States markets and Canadian markets have absorbed but a small portion of the catch.

Liverpool Jarge

(Continued from page 17)

"That ended the Sligo Maid as you might know. Next day one of them tail twistin', hell roarin' squalls hit her from nowhere and took the foremast out of her and the main-top. After that she steered bad. The third day the old man went blind for no cause. The fourth day six hands was down with smallpox. And the fifth night she sunk.

"I'm the only man livin' that ever see such. Trundlin' along the old gal was, as well as might be, and she crippled aloft, with a bright moon and a greasy sea, at six bells of the dogwatch down she went.

"On an even keel and without losin' way nor by the head as she should, or listin', down she went. And quick. And nothing wrong with her.

"Chips had sounded the well the same day and found only six inches in the bilge. She hit nothin'. Down she went that quick her decks was awash before anybody noticed. And then she give a guzzle and a gulp and she was gone.

"I swims an hour and crawls onto a gratin' and there was Liverpool Jarge and no one else in sight. Nor ever was again. We stuck to the gratin' three days and then Jarge goes balmy, and begins singin'. He was a shanty man with a fine tender voice, and the way he'd sing 'Blow the Man Down' was a gift. So he begins singin' with a mad look in his eye and edges over toward me and I see there was no room any more for us both and I kicks him gentle in the belly and he goes over the end.

"I mind the last of the verse he was singin' as he went down. Like yesterday.

"Strike me pink
What d'ye think
That I never take a drink,
I'm a tar,
Yes I are,
Wot ho!

"A little line of bubbles comes up in the water and that's the sad end of my old shipmate Liverpool Jarge, a good man as ever was, with a fondness for tattooin', and very thefty with the brass knucks."

I left Mr. Shaghellion with his face bowed in his hands and his shoulders shaking with emotion,—or something.



Mug-Up Yarns

Send in poems, jokes and stories for this column. \$1 for every joke published and \$2 for stories and poems.

The Skipper's Watch Ashore

By JOSEPH C. ALLEN.

"A nasty night, tis breezin an the sea is makin up.
I'll set a spell and make some tea, mebbe I'll need a cup
'Fore I turn in. I feel the cold, it gits me more and more
'Sence I give up the sea for good to live at home ashore."
"The wife and I are snug—That wind! It come in puffs and
yanks.
And Bill's afloat out thar ternight, somewhere upon the
banks!"

"My kid, It seems like yestiddy I held him on my knee.
And sollum ez a judge I sed he shuddent go to sea.
I knew I lied. Tis in the blood, I hed to let him go!
He's overdue though, that is queer, I know the Ivanhoe.
A well-found craft, and Capt'n Jim wuz once my dory-mate."
"What mother?" "Yes, I'm comin soon, no, no, taint
very late."

"She isnt worried, never did and prob'ly never will.
'Dont understand the sea, thats why—I've got to speak to
Bill
'Bout that. Taint best for wimmen-folks to know each in and
out
Of fishin; they hev trials enuff, God knows, to think about."

"Thar goes the bells—what, one o'clock? Twuz weather jest
like this
When I took off the steamer's crew, the old Susanna Bliss.
Darned rugged, but I got em all. They give the clock ter me.
Bill gits it when his chest goes aft—If he keeps goin ter sea
He'll be a skipper—Hear that wind! All cloudy overhead."

"I hope—but Hell, Jim knows enough ter use his soundin-
lead!"

"I got ter keep my grip! But God, stand by that boy
t'night!"

Why—why—I haint turned in at all, and here tis gittin
light!

"Still blowin strong, who's comin thair? Tis Bill! Now
thank the Lord!"

"Aho, young feller! Jest got in? Haul up, and come aboard!
"Mite sloppy, waant it, comin in."—"Yes, mother, Bill
has come."

"Dont talk too much before her, boy, yer ma wuz worried
sum!"

With the Vineyard Fisherman

By J. C. ALLEN.

THE consensus of opinion in these latitudes is that if
August don't show an improvement over July, that some
of the boys are going to have a darned slim season.

The main trouble is that the luck all lays some forty-five
miles off-shore, and a whole lot of our lads are sailing boats
that are rather small for such wide cruising. These boys
and the ones who are setting traps, are not doing well at all.

It has been just this way as long as our oldest scallop-open-
er can remember. The fish have come and gone and then
come again. No one wants to scrap a perfectly good boat
and get a larger one, because hope springs eternal that next
season the fish will be back.

Seup and butters are about the only thing that the traps
have taken so far, although the small mackerel have just be-
gun to run. As for the lobstermen, well it has been said
that they are so scarce, that the sand fleas overpower them
and take the bait away from them. Everything has been
two or three weeks late in showing up around here, and the
boys are still hoping they may get a good run in August.

Very few swords have been taken inside of the forty mile
limit. Like the rum-runners, they hang well off-shore. Steve
Gardner of the *Helen*, fishing out of Menemsha, took the first
one on the first of July, but there have been but twenty or
thereabouts taken since.

Theories about the queer antics of the fish, vary quite a
bit. Some claim that the little otter trawlers keep the bot-
tom stirred up around the traps and thus spoil the fishing
for themselves and the trap fishermen. Others swear that
engines and propellers scare the fish pink and drive them
away. Still others lay it to all the dumping of junk over-
board, oil and such stuff, which fouls the water of spawning
grounds. Maybe they are all correct, but the cap log loafer
had a gam with Ben Collins the other week. Ben has been
fishing and buying fish for many years, and is an ex-represen-
tative of the county to the General Court.

He told us that the blue-fish, which are now almost un-
known around the Vineyard, were so common when he was
young that they couldn't be given away, which story has of-
ten been told before. But, he went further back and said
that they disappeared in his grandfather's time, staying away
for forty years. When they finally showed up, no one knew
what they were.

Neither engines, otter trawl or sewerage drove them away



at that time, or the last time for that matter, either. So
where do we get off?

There are fish close to us at that. Some of the draggers
are taking flukes so large that they have to tow them in, and
the seup are still thick enough around Hedge Fence to keep
the handliners busy. They are large too.

As for our schooners, they are coming on alright. Bob
Jackson in the *Hazel M. Jackson* has been knocking the
swords for a row of busted pulpits, and the other lads have
picked up their share.

There are a lot of nice little red cod running off
Gay Head right about now. They get into lobster pots
and the boys have hooked quite a few. There is a market
for them, and no doubt quite a bunch will be running in soon.

That's the best of things this season. There is a market for
everything. We heard a yarn about a starfish being sold in
the New York market. Going to dry them and trim ladies
hats with them, so the story went. None of the local lads
have received any orders as yet, but who can tell? They
used to throw away sea eels, sea robins and dogfish, by the
boatload, but do they do it now? Not on your re-touched en-
largement.

Now speaking of gossip and yarns and all that sort of stuff,
your correspondent has been "listening in" on a discussion
or two among the oldtimers.

They yarned about putting up mussel in mosquito-net bags
to use on trawl-hooks, but they agreed that a winkie, that

(Continued on page 24)

Who's Who Among the Skippers

BY CAPTAIN CHARLTON L. SMITH

Captain Hiram O. Conrad

Lunenburg County, Nova Scotia, has furnished hosts of master mariners, many of whom have been skippers of fishing vessels. Capt. Hiram O. Conrad is one of these. He was born at East Port Medway, in 1874.

To watch this agile, bronzed faced sea-dog skip about decks, directing the work of fitting out, would be to estimate his age at not over two score; yet he's fifty-two and can give some of the younger men a hard run for their money, when it comes to climbing aloft.

At the age of twelve, Hiram Conrad, answered the call of the sea and began his long and honorable career as one of the "dress gang" on a trawling trip to the banks. He fished from Canadian ports until he was sixteen years old.

The States Claim Him Now.

Like many of the other men from the provinces, Hiram saw his opportunity in the States. He hied him to Beverly, Mass., and shipped with his uncle, Captain Tom Selig, in Kilham & Randall's schooner, *Annie L. Sanborn*. In this vessel they lost their mainmast coming home from "The Rips".

The young Conrad next joined the *Mary F. Chisholm* and later the *Montezuma*, *Deborah A. Wilson*, *Daniel C. Baker*, *Virginia*, and *J. W. Bradley*, in the order named.

A Master Now.

In the year 1898, Hiram Conrad was made master of Kilham & Randall's schooner *Nickerson*, of Beverly. Next he was sailing the sloop *Startle* of Boston, for T. A. Cromwell. Then the *James A. Garfield*



CAPTAIN HIRAM O. CONRAD.

for John Leonard of Boston, next the *Elsie Rowe*, of Gloucester, for James Gannon.

Other fishing vessels that he commanded were the *Gladys* and *Sabra*, *James R. Clark*, *Fannie Prescott*, *Fannie Belle*, *Belle Atwood*, and *Madona*.

The Lure of the Yachting Game.

Yachting has taken the attention of some of the best skippers that ever sailed from Boston, or from old Gloucester Town. Captain Conrad felt its call and some ten, or more years ago took charge of the schooner yacht *Sirion*, at Marblehead. He made that place his home, then, and has been sailing from there, for the most part, ever since. Other yachts he commanded are: power yacht *Sinbad*, yawl *Oweenee* and the ketch *Winsome*. He is in charge of the *Winsome* for Messrs. Rantoul and Saltonstall at the

present time.

Captain Conrad is a most genial soul, and from his long years of braving the deep, can dig many an interesting yarn. He was hove down on Western Bank, in the *Virginia*, when one man was lost and the hull washed clean of every movable fitting.

This hardy little seaman, who has been everything from deck boy, cook, etc.,—including engineer, up to master of fine, large craft, has been the father of fourteen children, seven girls and seven boys, twelve of whom are living today. The ages range from six months to twenty-six years. One of the sons is master of the power yacht *Kittinake*, now cruising in the South. The captain, and his good wife, would surely have the best wishes of Colonel Roosevelt, if he were with us now.

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(Continued from page 15)

a Household range. These seem to be getting very popular with Maine builders.

All the lesser fittings and supplies are things which proved their worth. A nice air whistle is mounted on the pilot house, the engine room bells and equipment of that sort are a little better than is usually found. Among other noteworthy items are canvas baskets. Recently this type of basket has become very popular on vessels bringing their trips to Boston. At other ports they have not been tried so much, but there is no question but what the canvas with steel frames is much more economical over a period of months. They have several advantages but their durability is enough.

Captain Jack Hayes is skipper of the *Helen M.* and James Barry chief. Capt. Hayes was in the *Saturn* until he went down east to get this one. He has been in several Bay State and East Coast vessels, and is looked upon by trawlermen as one of the best. Barry knows his job for he has been in the *Yankee* and *Bettina*, among others. There are eight men all told—a small enough gang in a big enough vessel to make a dollar and have plenty for the owners.

Fishing Notes from Maine.

BY THE FISHERMAN'S DOCTOR.

SMACKMEN are now paying thirty cents a pound for lobsters. While they are not as plentiful as early in the spring, most of the lobstermen are doing fairly well. Local close season is being observed off Manset and the Sister Islands.

The Consolidated lobster pounds at Friendship have sold out the large lot of Nova Scotian lobsters with which they were filled, and are now buying from shore fishermen and filling up again.

Many lobstermen are busy mending their traps and gear preparing for the Fall season.

Commissioner Crie is of the opinion that prosperity for the lobstermen is on the gain and that a long close time on lobsters is not necessary. However, he advocates a protective duty on Nova Scotian lobsters which would prevent the Canadian lobsters filling the New York and Boston markets.

Lobsters on the Maine coast are increasing.

Trawlers are doing much better than they were early in the season. Hake are coming in large numbers and of better grade. The price remains about the same, averaging eighty-five cents a hundred. Much foggy weather, and the appearance of many sharks have caused the loss of many tubs of trawl. Setting out in foggy weather now is a big risk to fishermen. A few dogfish have showed up, but in no large numbers.

Haddock are yet plentiful but not so good in quality as they have been. Prices are 1¾ to 2c a pound.

No cod in noticeable quantities are being brought in.

Herring continue to be fairly plentiful and fishermen can get them in small lots at about fifty cents a bushel.

Plenty of herring of sardine size are available at thirty-five cents a bushel, though to the eastward the herring are running larger in size. More are available for mustard sardines than for the ordinary oil sardines. Smoked herrings will be plentiful. The advance in grade and quality of the Maine sardines is showing effect in larger local consumption. Sardines put up in olive oil win favor over those in cottonseed oil.

Last Tuesday, August 3, in the thick fog the schooner *Duntun* went ashore on the Brothers, near the mouth of Georges river. She was easily floated and was towed into Port Clyde by the crew from the White Head station.

Handliners are doing very well and plenty of haddock, pollock and hake and some cod are being brought in.

A few mackerel have been taken, but no big catches have been made on this coast.

W. R. N. Wharton, chief of the eastern division of the U. S. Agriculture Chemistry division says that Maine packers are this year putting up the best quality of sardines ever produced in Maine. Sixteen factories in Washington county are now under state inspection. Better quality, brings better prices.

Walter McFarland and Eddie Brackett of New Harbor are doing well netting.

The factory of the Stockton Canning Company has opened up and resumed business and is packing sardines.

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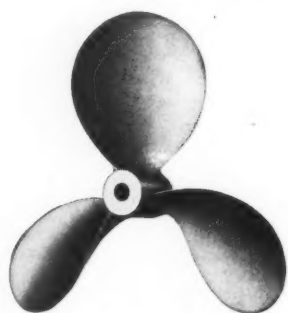


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The Seacoast Canning Company's factory No. 7 at Eastport was destroyed by fire on August 1. The loss was estimated at \$200,000. The factory employed 200 men and women with a payroll of about \$5,000 weekly.

Alden Stanley of Minturn is installing a new engine in his fishing boat.

Harry Stockbridge at Swans Island one day this week brought in 3,800 pounds of hake.

Fishermen, generally, at Old Harbor are getting good hauls.

Sardines packed in cottonseed oil have advanced in price twenty-five cents a case.

Recently the schooner *William King*, Capt. Webber, took two thousand cases of clams from the factory at Sedgwick to Portland for the Twitchell Champlin Company.

The weirs at Cape Rozier have been getting a few herring and selling them at thirty-five cents a bushel.

The three-sticker, *C. Maud Gaskill*, Capt. R. H. Lohus, sailed into Prospect Harbor the other day with a cargo of salt from Turks Island for J. W. Stinson & Son.

The L. D. Clark & Sons, and the MacNichol Packing Company's sardine factories at Eastport have started canning.

Silas Young, Frank Young and Byron Moore are getting fish in Gouldsboro Bay.

Many of the fishermen are putting four cycle engines in their boats.

The Nicholson Fish Company at Bucksport is an enterprising fisheries business which is rarely slowed down. Strolling through the extensive and well equipped plant a while back I saw many hands cutting huge codfish and removing all skin and bones, and others packing the selected pieces in boxes, one style and brand for domestic trade and another for export. Every piece looked dainty and attractive and it is no wonder the concern sells thousands of boxes of extra nice prepared cod. A fact to wonder about in these days was that real codfish were used and not other fish. Seven hundred thousand pounds had already been prepared. In another building were thirty-one hundred pounds of alewives in pickle.

I asked bluff and hearty Captain McIsaac, who was personally conducting me on a tour of the plant, "Is it true that one can no longer get large, fat, not too salt, smoked herring, but only the small and usually heavy salted ones, sometimes very much dried up?" "Come with me", says the captain, and as we threaded our way through a few acres of fish-flakes where thousands of pounds of fish were being cured with their covering boxes ready for nights and bad weather, added, "You can't get that kind of herring now along this coast to smoke, but we get 'em in Newfoundland." As I lingered to watch some box cars loading, being shunted on to the fisheries siding, he growled, "Come along, lemme show you something". He led me into the smoke houses where some fifteen hundred barrels of large, fat, prime Newfoundland herring were being prepared and smoked. The herring are netted at Newfoundland by the crews of vessels sent out from Bucksport and are salted down in barrels, and they know just how much and how little to salt them, and then are brought to the home port. Here they are soaked in many changes of water for thirty-six hours and are then washed in hot water and dried and taken to the smoker, where over smoking hardwood and just the right kind and quantity of sawdust they are smoked three or four days and the "know how" to pronounce when they are done is part of the stock-in-trade. They are a rich golden brown when taken to the tables to be culled and sorted. Only the choicest are boxed and sold as Northern Light Brand, Fancy Smoked Bloater Herring, and each fish is separately tagged as a voucher of genuineness. They are shipped in boxes of twenty-five, fifty and one hundred fish and are worth any man's money, so we don't wonder that they keep men busy all season. Lately they shipped a car to Chicago and another to St. Louis.

With the Vineyard Fishermen

(Continued from page 20)

was good and dead, was pretty near the best bait for cod in the world.

Dave Butler, who is one of the oldest fishermen hereabout, told of putting them on the hook, without cutting them up, and said that he got sixteen cod with one winkie. That was too much for Will Mayhew. Will is recognized as a champion cod killer. According to popular belief, Will can go without any provisions other than bait, water and chew-

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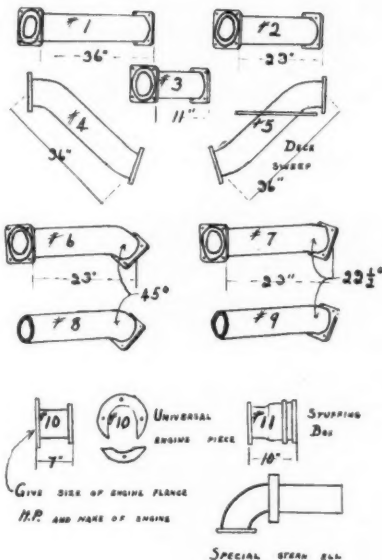
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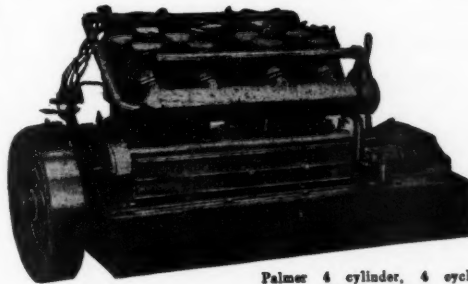
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on all kinds of marine work*

Large Storage Facilities

Best Equipped Yard in Southern Massachusetts

ing tobacco and catch more fish than any other man afloat.

Well, Will said that he found one winkle when he was gathering mussels one time, and when he got out on the ledge, he put that winkle on one of his hooks. He was handlining and used two lines. He got eight hundred pounds that day, mostly on that hook, and the winkle was as good as ever. Starting out the next day, he used the winkle again, but the hole had worn around the hook and he lost it off. If anyone can beat that yarn, they will receive a present of a handsome burnt-wood anchor.

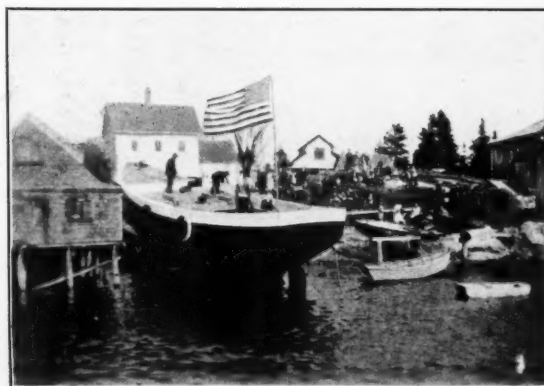
We get 'em in fresh water too, on the Vineyard. The picture is Fred Smith, of Oak Bluffs with a string of square-tail trout that he hooked in Chilmark Pond. The biggest weighed 3 lbs. 10 oz., two weighed 2 lbs. each, and the smallest 10 oz.

From the Beach-Comber

C. M. KENNEDY, compass adjuster of Pemaquid Beach, is busy as usual at his work.

Capt. Alvah Sproul, a real fish killer also of Pemaquid Beach, has surprised this part of Maine by building in his door yard, with the aid of one or two men, but doing practically all the work himself, a boat 62 feet long, beam 16 feet 3 inches, official depth of hold 7 feet 2 inches. The boat is equipped with a Frisco Standard second-hand engine.

Capt. Alvah named the boat after his oldest daughter, Leona M. Sproul. He is going mackereling, and from past records he sure will do big. In the cut the Captain stands by the block and tackle, if you can see it. He hauled



the boat to the wharf, about 2000 feet, and the only one to give him a hand was a small boy. Capt. Sproul is a fair sample of what the State of Maine can do.

The old schooner *Blackhawk*, built in 1851 at Duxbury, Mass., supposedly the oldest fishing vessel on the Atlantic Coast, is still fit and strong. She is now owned by John E. Norton of New Harbor, Me., and still has her original spars. She is 15 tons in size.

Capt. Henry Larkin, ex-skipper of the *Mayflower*, now interested in the Port Clyde Fish and Cold Storage Company, says quite a number of vessels are calling at his establishment for bait and ice. The company is buying a good amount of fish, a considerable quantity of which is disposed of to peddlers, who go back from the shore to supply the countryside with fresh fish.

Heidenheim again Champion

(Continued from page 12)

but recently spent all of his waking hours looking off across the Gulf from a certain part of the home grounds. A charitably inclined citizen had a little shelter house built at that point so the old man could be more comfortable. To make it seem really homelike the builder placed a sign over the door reading "Bowers Retreat." The next day the sign was gone. Inquiry revealed that the occupant had torn the sign down. He had lost a leg in the war, he had been captured, but he had never retreated.

Co-operating with the Biloxi Yacht Club in staging the championship on such a large scale was the Biloxi Chamber of Commerce. The winning boat was awarded the beautiful silver Holmhaven Trophy for the owners; a pair of binocular glasses for the captain and a cash prize for the captain and crew.

